

FACT SHEET INTERCOUNTY CONNECTOR STUDY

- The Intercounty Connector (ICC) is proposed as an 18-20 mile limited access toll highway, with a limited number of interchanges, no traffic signals, and electronic tolling at highway speeds. The ICC is intended to link I-270 and I-95/US 1 within central and eastern Montgomery County and northwestern Prince George's County with a state-of-the-art, multi-modal highway.
- Later this month, transportation officials will release the Draft Environmental Impact Statement (DEIS), a federally required document that examines natural, cultural and socioeconomic impacts of the proposed highway. The study will examine two proposed corridors and the No-Action or No-Build alternative.
- Thousands of people have attended public meetings, tens of thousands of hits have been recorded on the ICC web site (www.iccstudy.org) allowing the public to comment 24 hours a day about the ICC. Additionally, a toll-free number, 1-866-466-0020, is available to access the ICC Study Team.
- The DEIS will be available for public review beginning in late November. In January 2005, public hearings will be held on the document and in the spring/summer of 2005, the Federal Highway Administration will issue a Record of Decision which documents the rationale for why the selected alternative was chosen.
- The DEIS study will show that an ICC would:
 - Slow the growth of congestion on area roads and improve traffic flow at more than 40 of 51 key intersections studied;
 - Improve the safety of study area local roadways by reducing crashes by an estimated 350-425 per year;
 - Serve nearly 12,000 express bus service trips per day;
 - Make as many as 156,000, or 27 percent, more jobs reachable within a 45-minute commute;
 - Shorten employee commutes;
 - Improve access to and from BWI Airport;
 - Include longer bridges to avoid sensitive streams, wetlands and other environmentally sensitive areas; and
 - Include innovative and customized storm water management strategies.
- A study on the economic impacts of the an ICC released by the University of Maryland found that the proposed ICC would:
 - Provide \$5 billion to \$7 billion in benefits over the first 20 years that the ICC is open to traffic;
 - Improve efficiency and reduce the cost of freight movement;
 - Enhance the region's ability to attract and retain businesses; and

- Generate between 14,000 and 17,000 jobs in both Montgomery and Prince George's counties.
- The University of Maryland Study can be accessed via the ICC website at www.iccstudy.org.
- The proposed ICC includes important natural and human environmental enhancements that make this ICC a more sensitive, community integrated project than previously envisioned incarnations. The proposed ICC is a project that is physically narrower in many areas and lower in topography thus making it less visible and therefore more customized when it needs to be. This ensures the proposed project minimizes impacts to important streams, floodplains and communities.
- Preliminary cost estimates, based on a new, more detailed analysis and engineering, ranges from \$1.8 billion to \$2.1 billion (in 2004 dollars). This estimate is based on a greater level of engineering detail than previous estimates. Estimates presented to the Hellman Commission in 2003 were based on alternatives developed for the 1997 DEIS adjusted for inflation to 2003. The differences in the cost between this estimate and previously developed estimates are due to the following additions to the scope of the alternatives:
 - Preserving and enhancing the natural environment:
 - Longer bridges to protect streams (\$120 million)
 - Additional environmental mitigation (\$30 million)
 - Advanced stormwater management techniques (\$20 million)
 - Winter's Run Community Connection (\$50 million)
 - Environmental Stewardship features (\$50 million)
 - Toll facility/ITS costs (\$30 million)
 - Inflation from 2003-2004 (\$100 million)
 - Construction contingencies – (\$100 million)
- Offsetting a portion of these increases are \$100 million of scope reductions.
- The ICC funding plan makes construction of the ICC possible, while allowing maximum funding for other needed transportation projects. The ICC would draw its funding from several sources, including Maryland Transportation Authority (MdTA) revenue bonds; bonds to be repaid with future federal highway funds, referred to as Grant Anticipation Revenue Vehicle, or GARVEE bonds; funding from the Maryland Transportation Trust Fund; and special federal funds earmarked for the project by Congress.
- If built, an ICC would be owned and managed by the MdTA as part of the Authority's overall toll facility system. It is envisioned that the ICC would use state-of-the-art tolling technology, including 100% electronic collection and variable tolling. Tolls would be collected through a combination of electronic (*E-ZPassSM transponder*) and video toll collection.

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